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FIG. 1

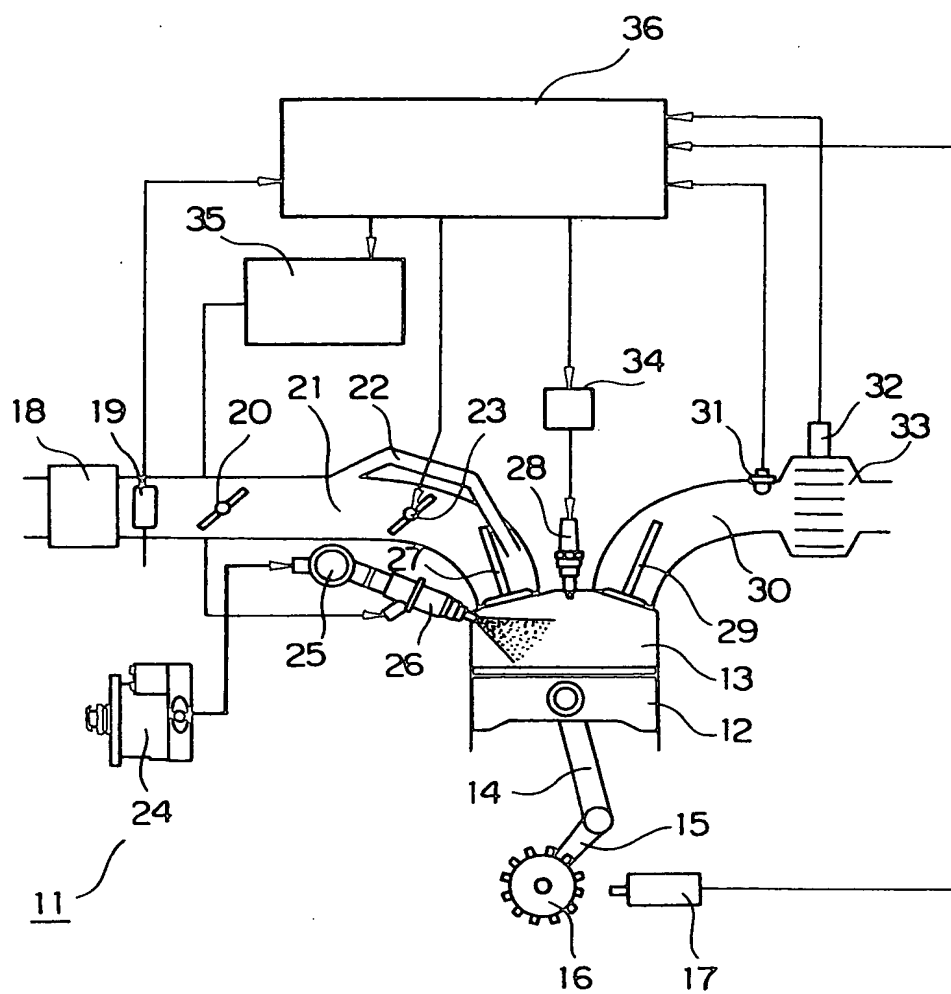


FIG. 2

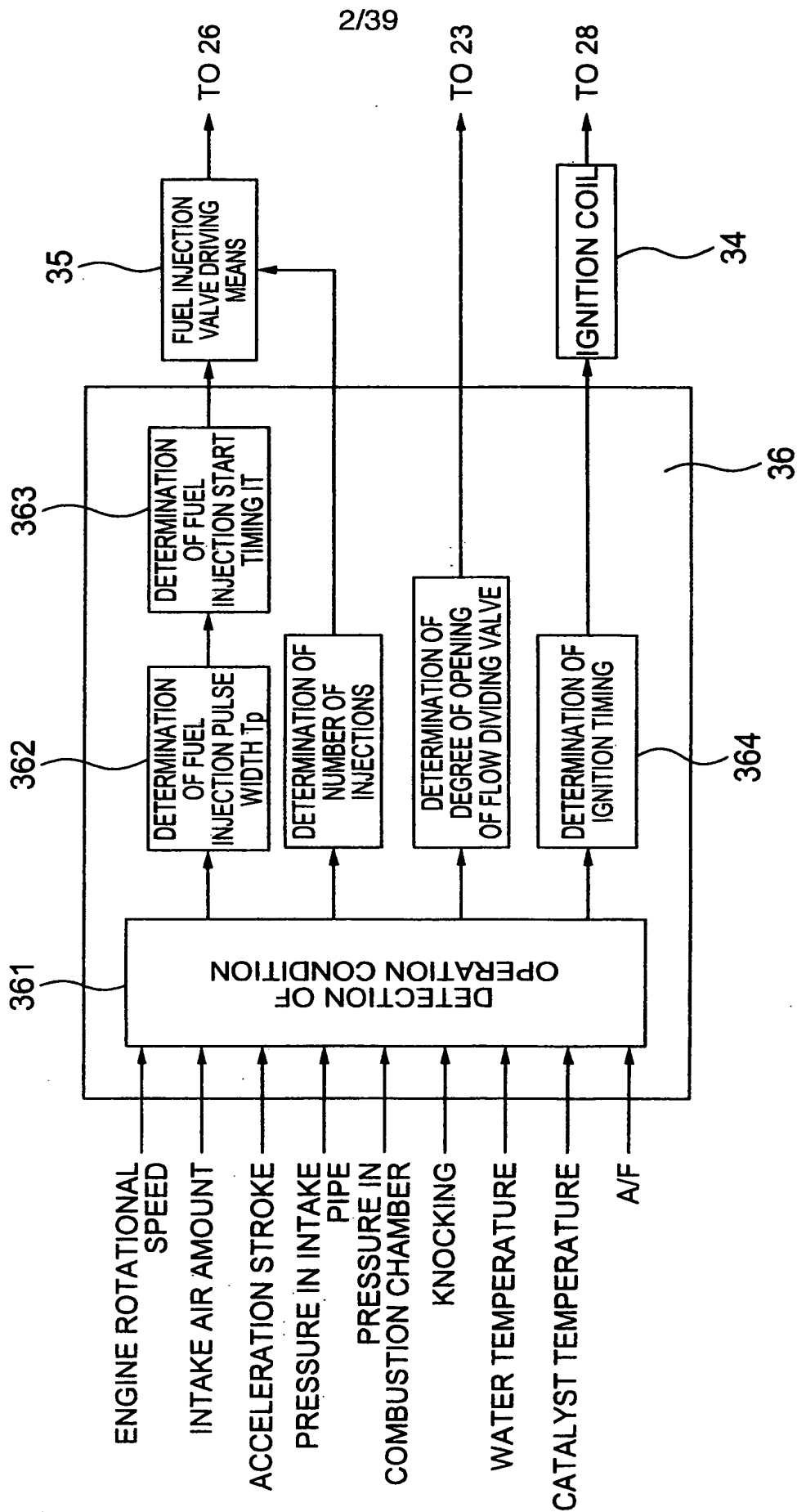


FIG. 3

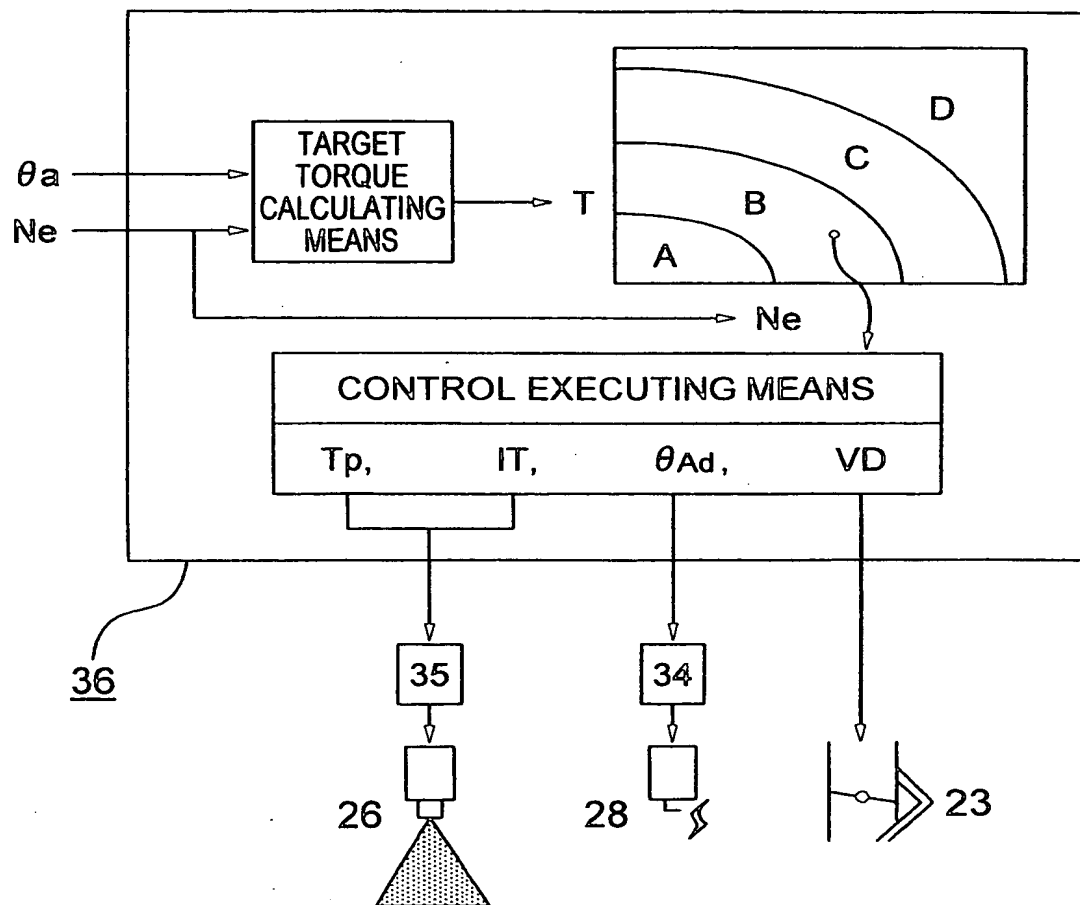
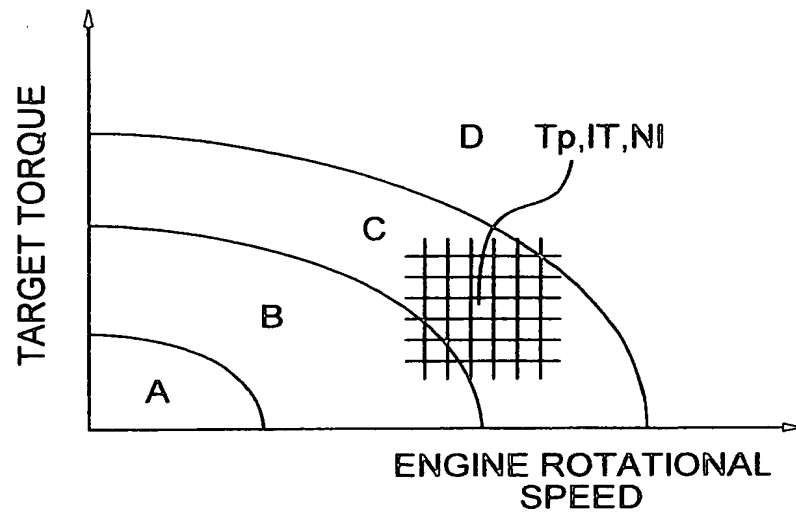


FIG. 4

(a)



(b)

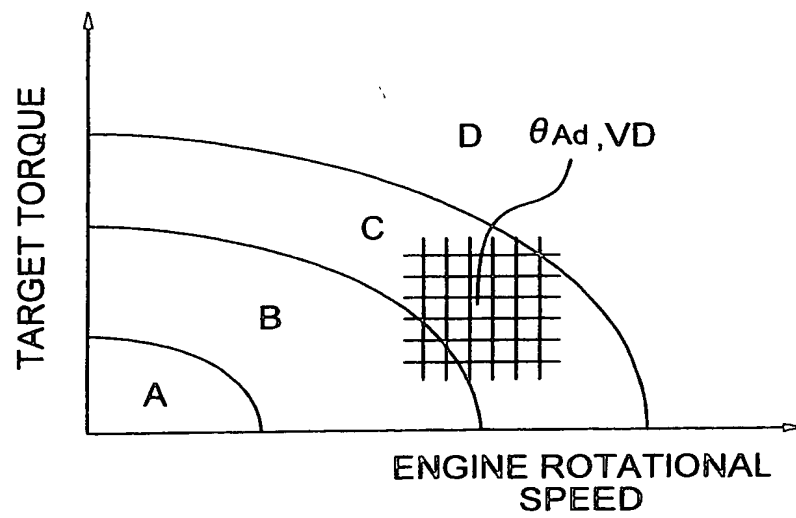
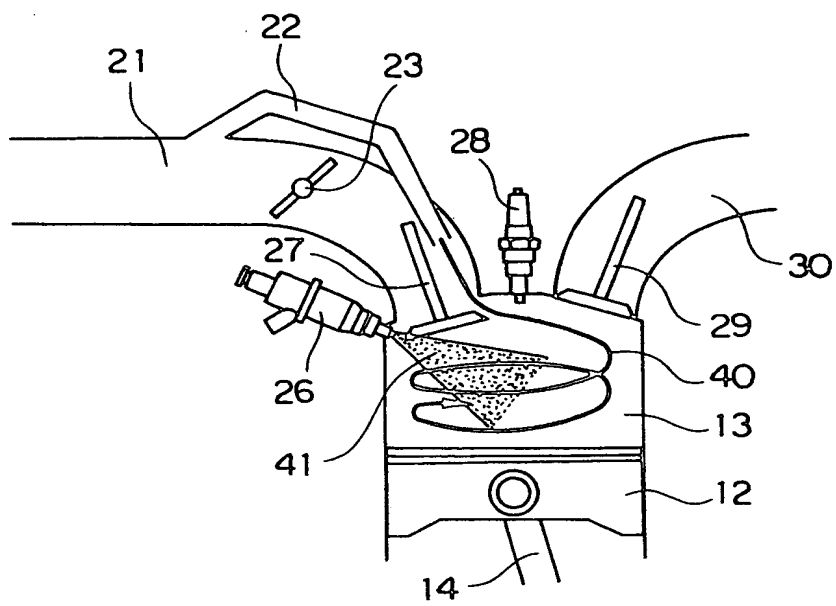


FIG. 5

(a)



(b)

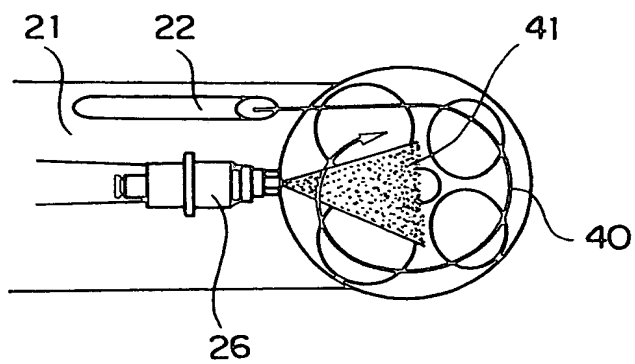
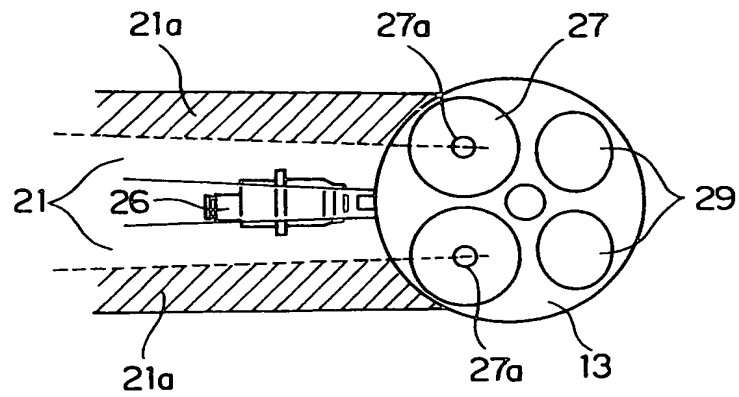
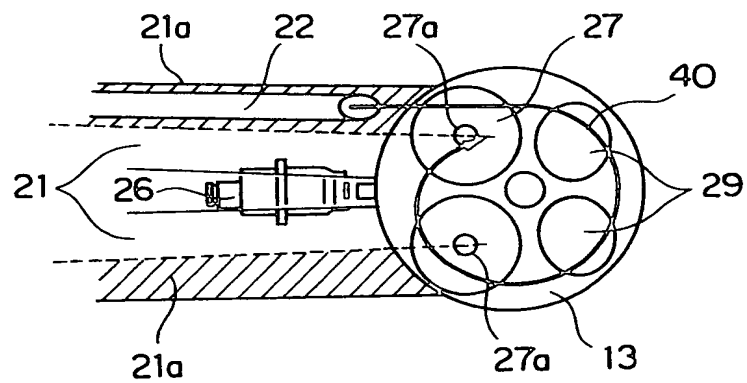


FIG. 6

(a)



(b)



(c)

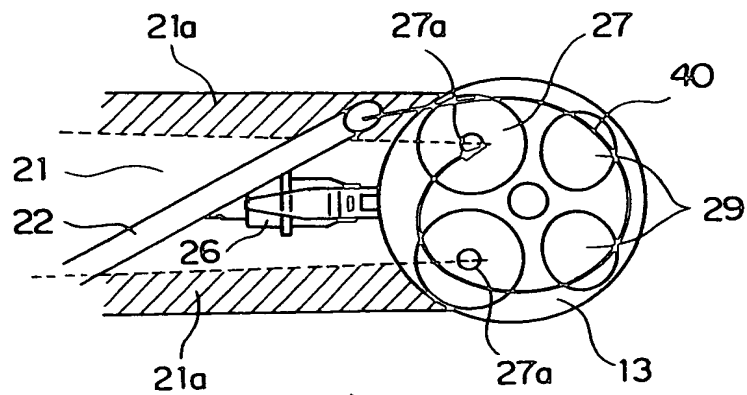
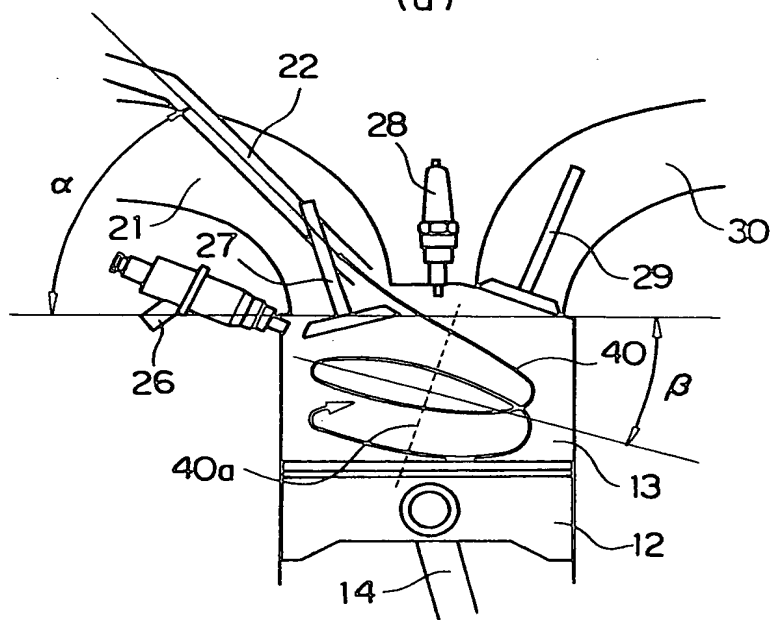


FIG. 7

(a)



(b)

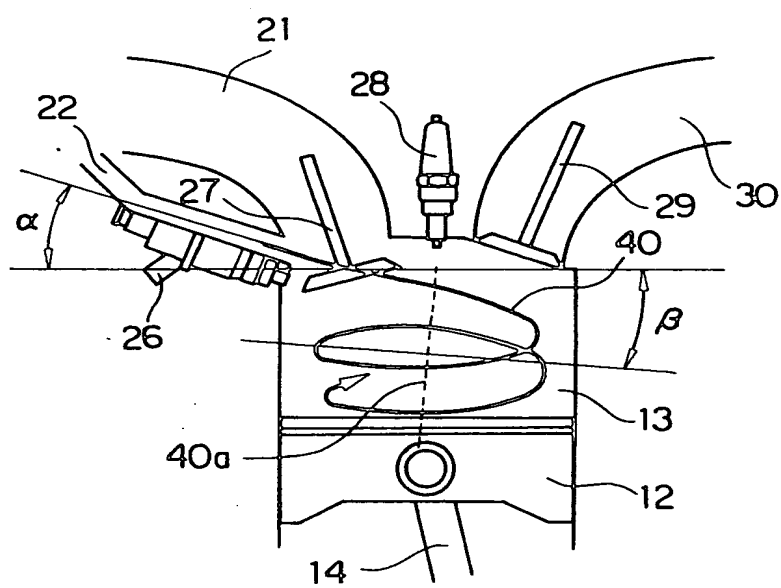
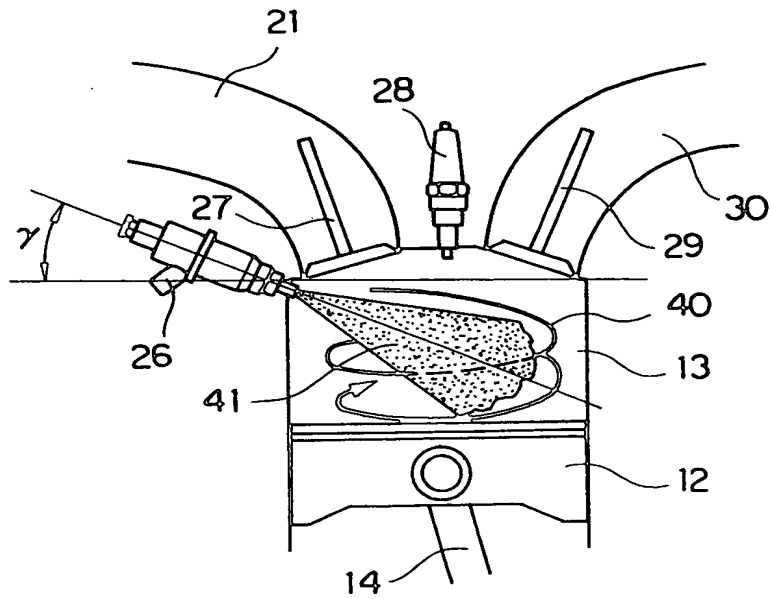


FIG. 8

(a)



(b)

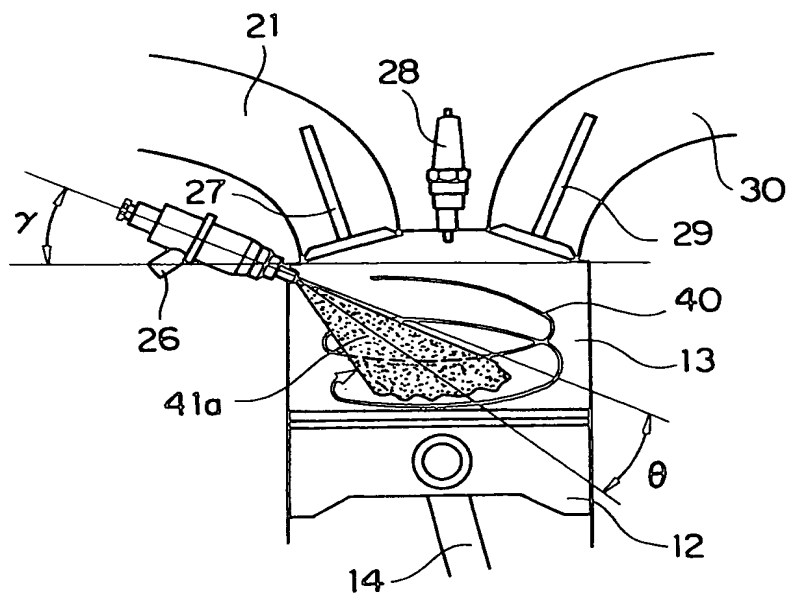


FIG. 9

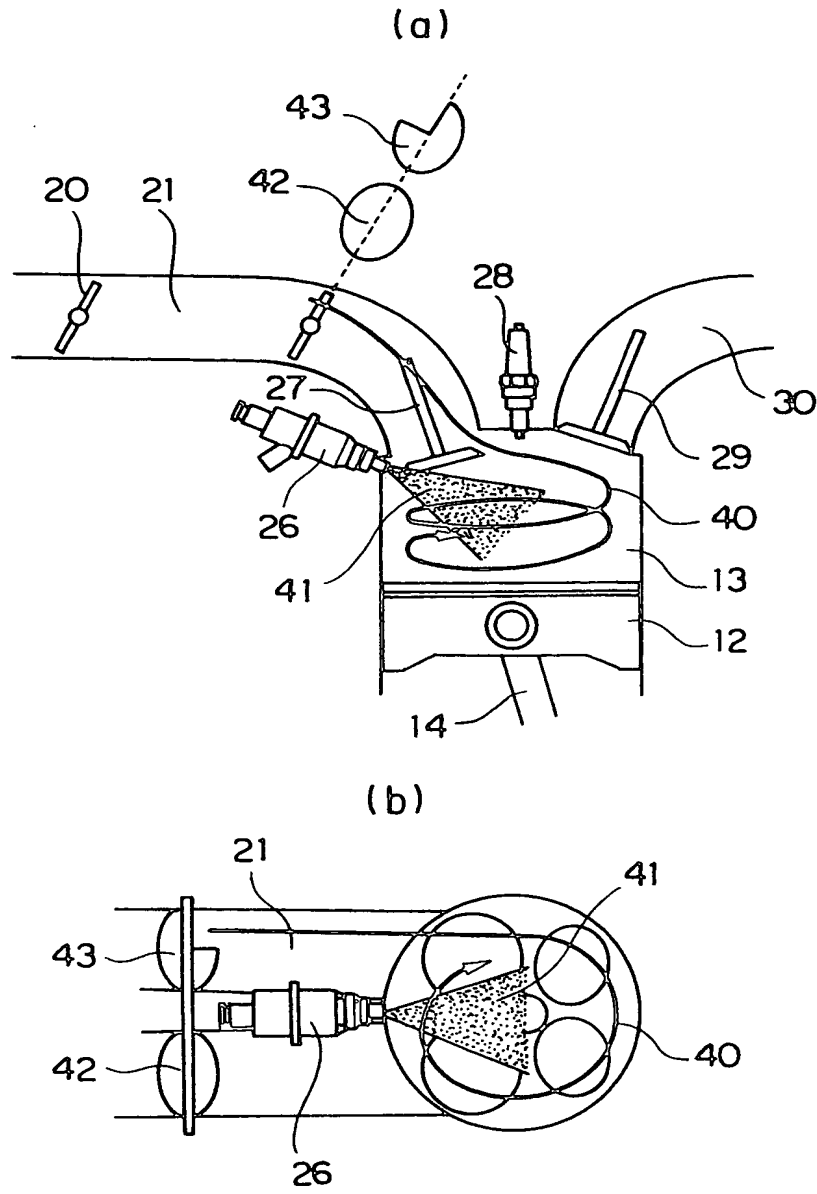


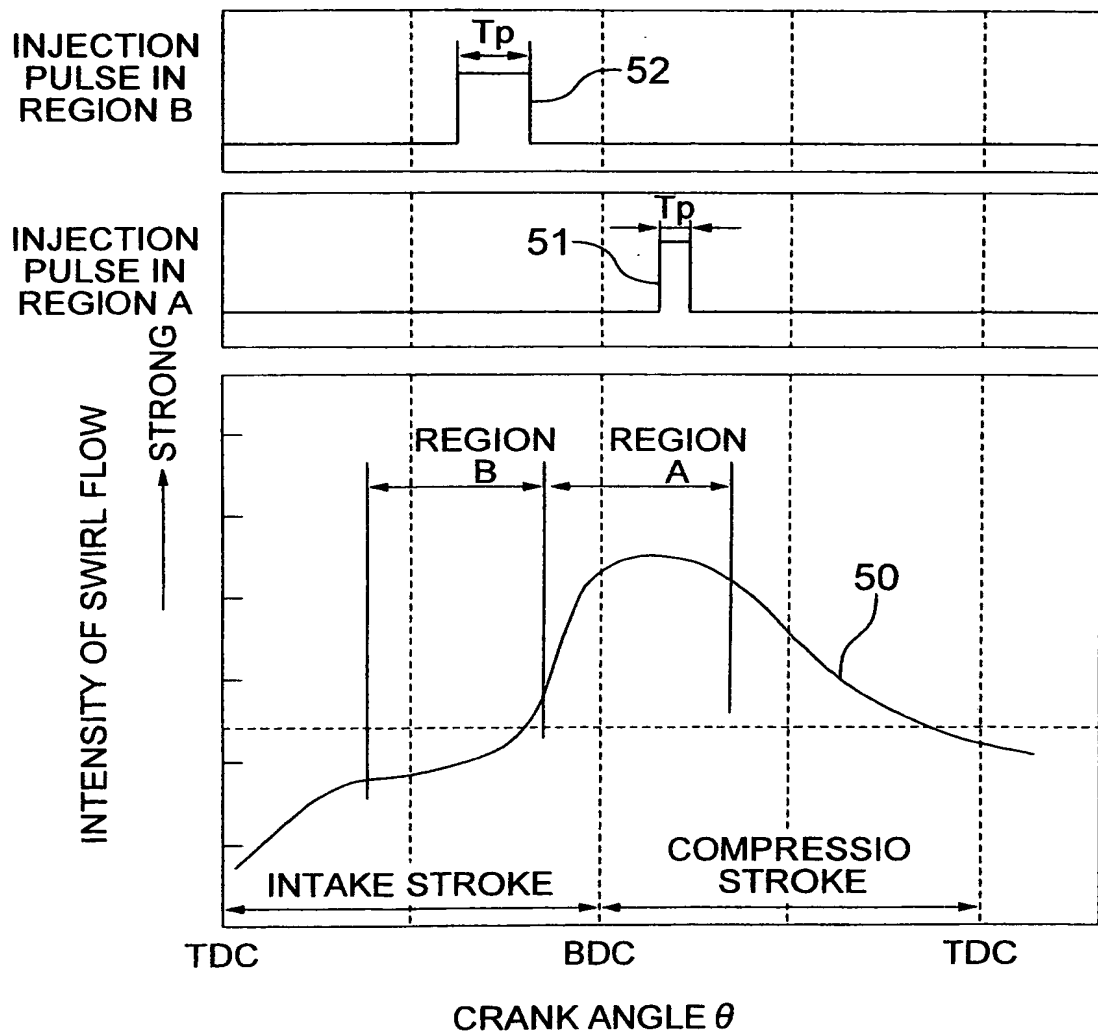
FIG. 10

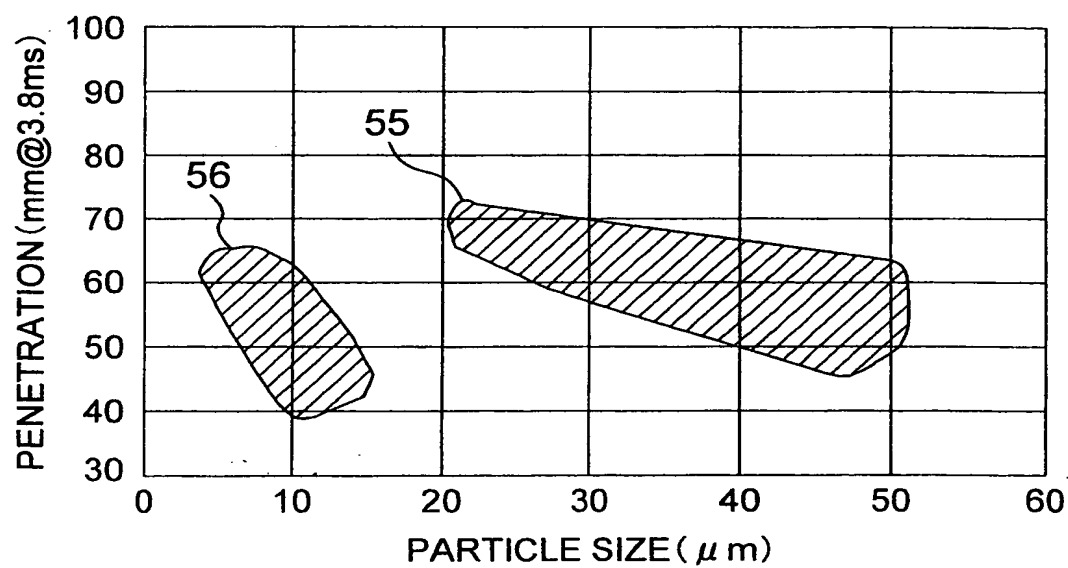
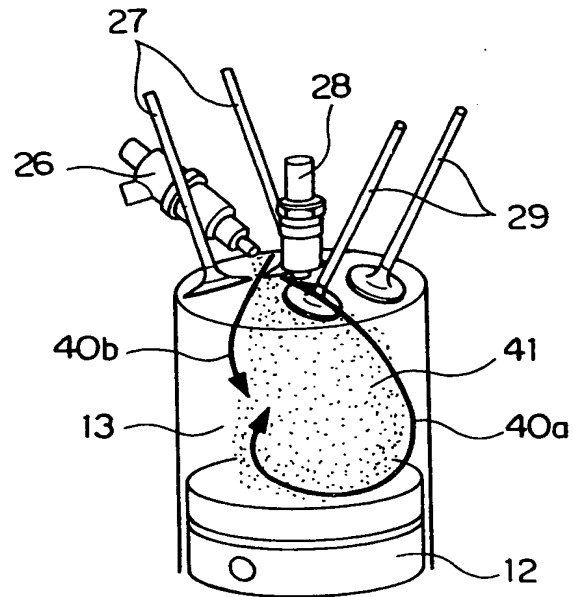
FIG. 11

FIG. 12

(a)



(b)

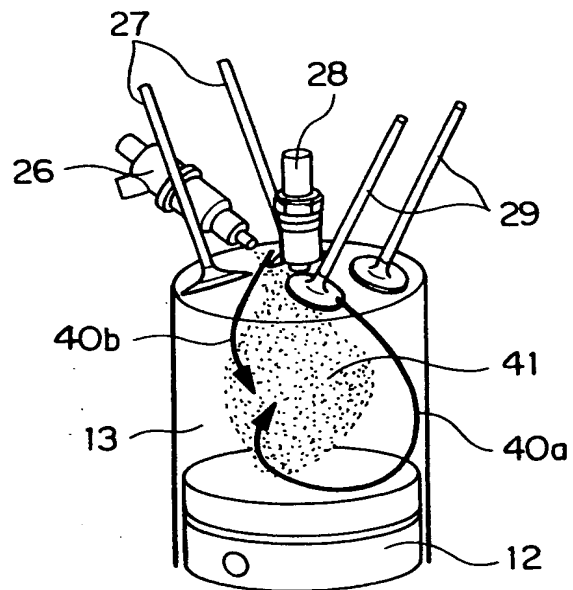


FIG. 13

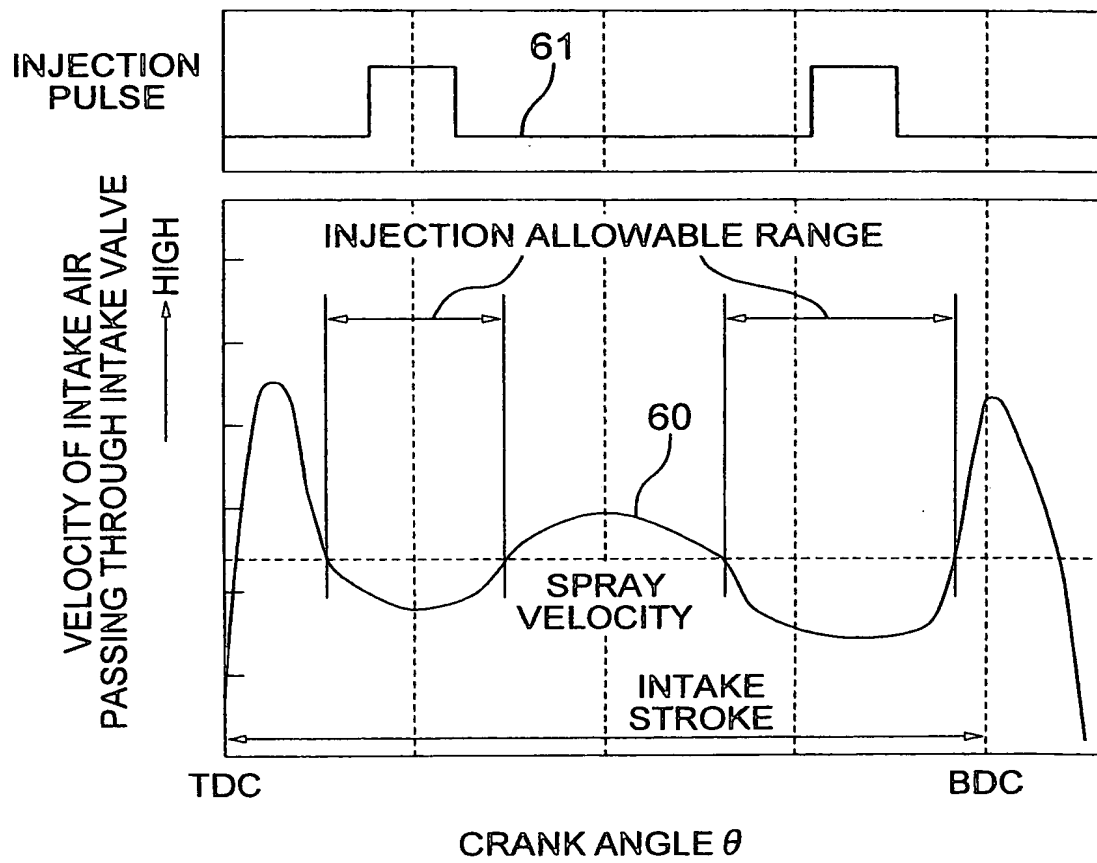


FIG. 14

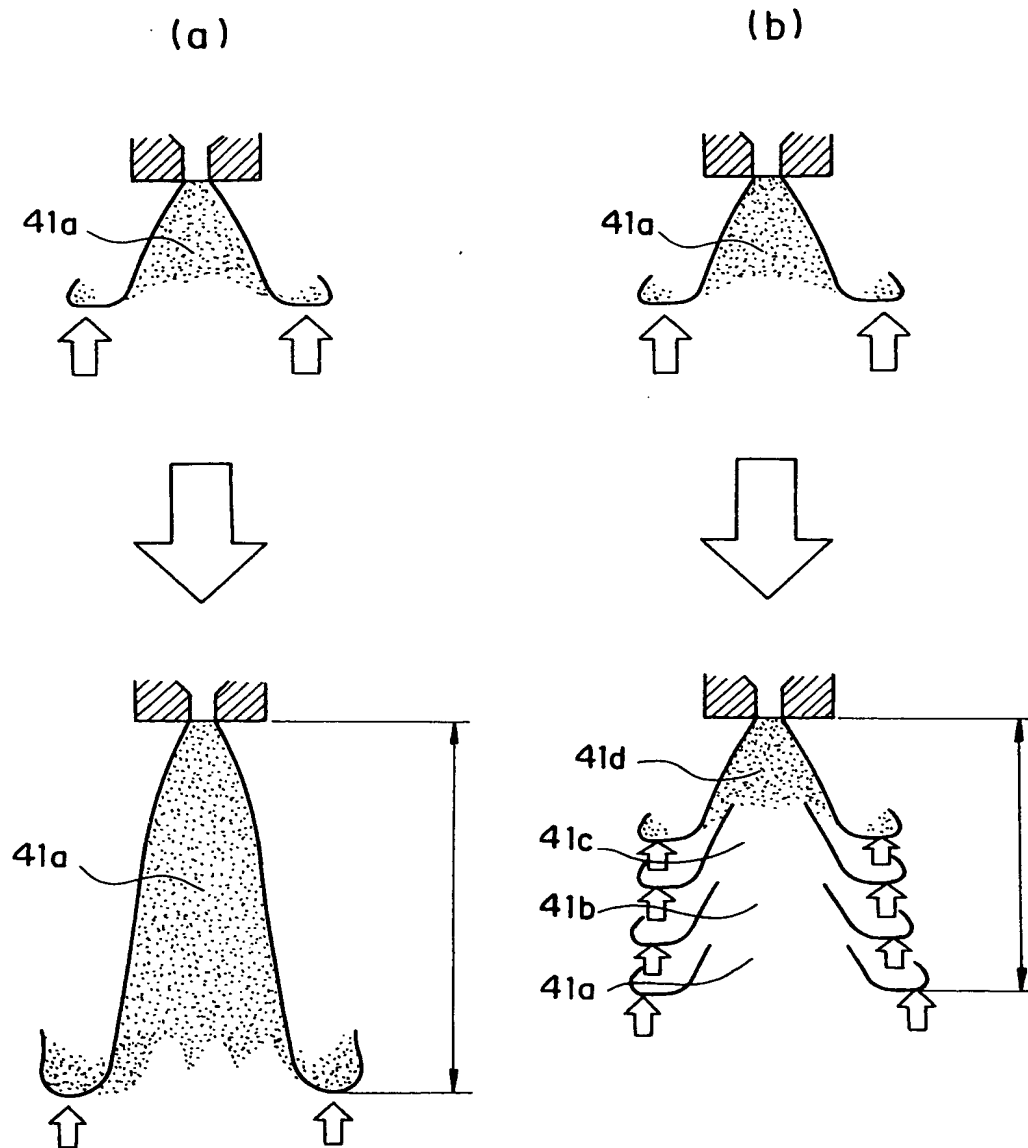


FIG. 15

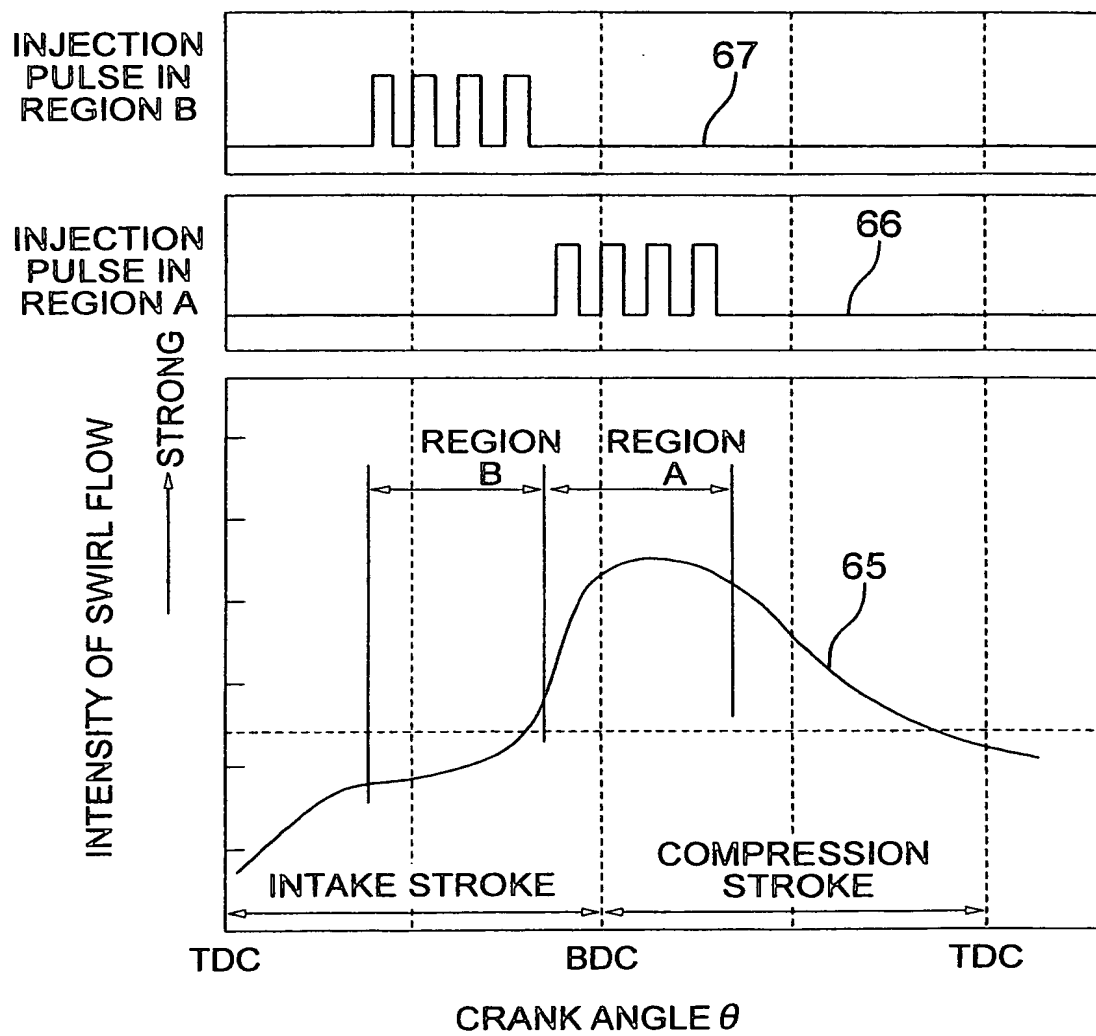


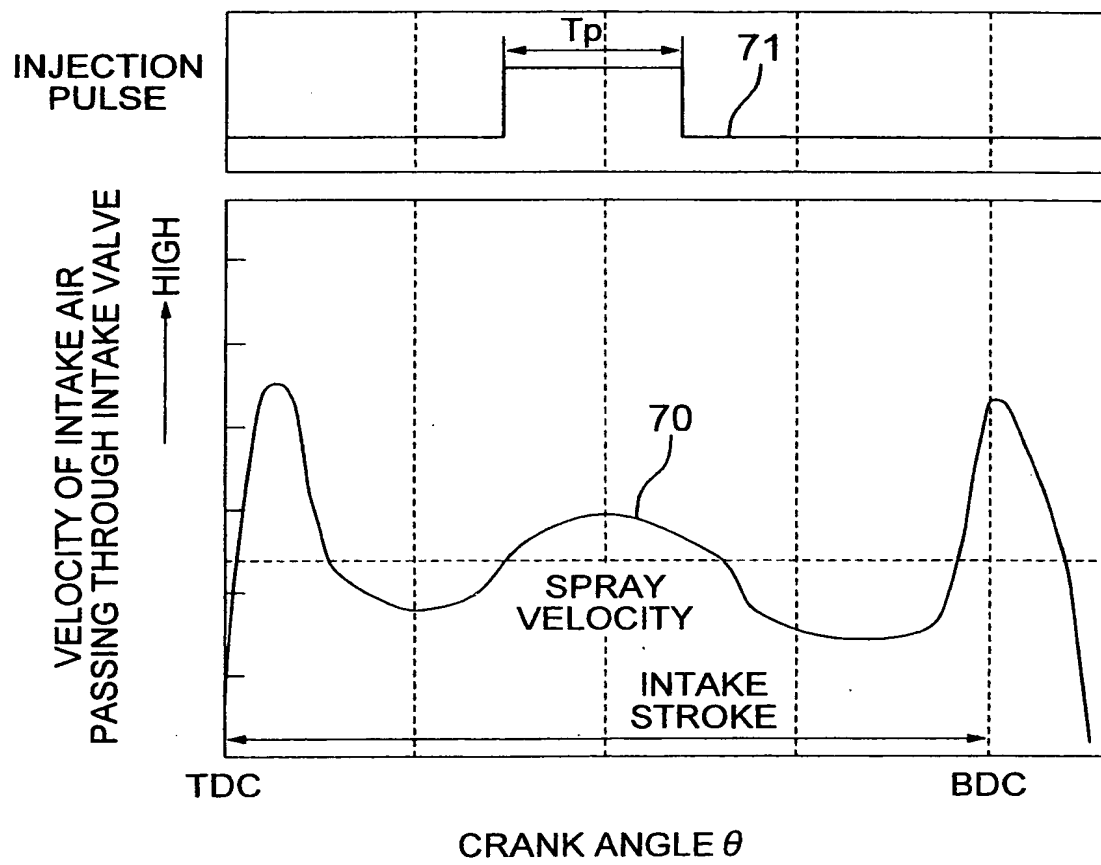
FIG. 16

FIG. 17

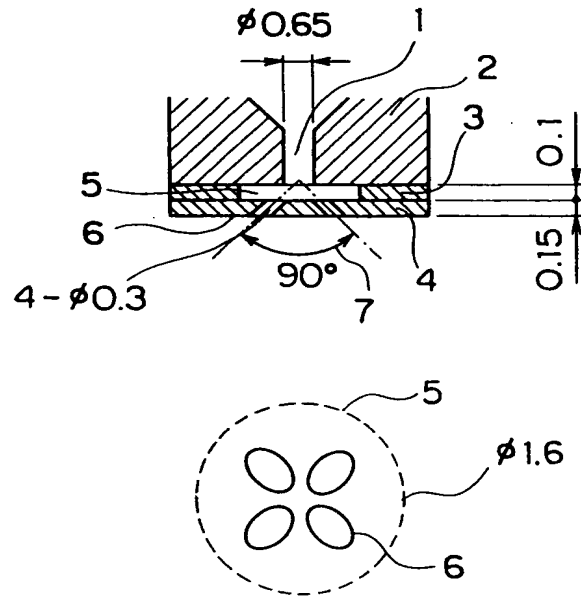


FIG. 18

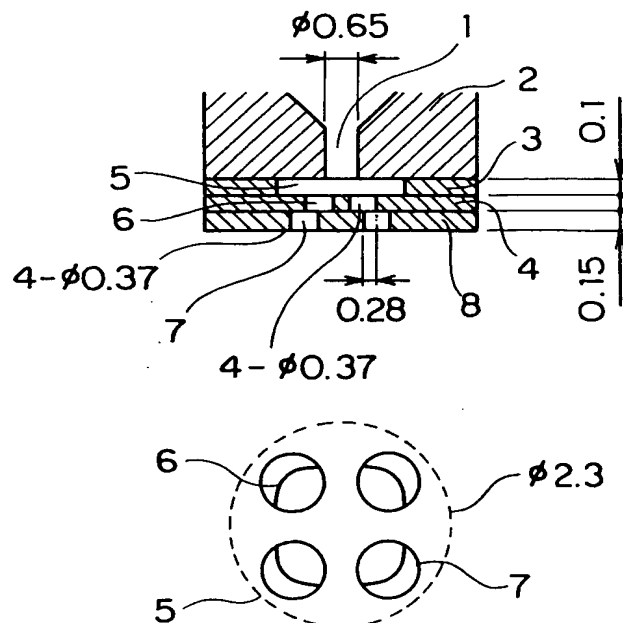


FIG. 19

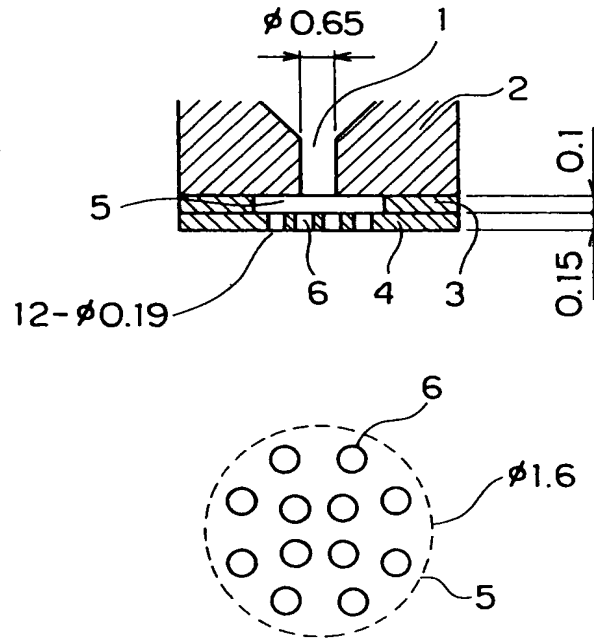


FIG. 20

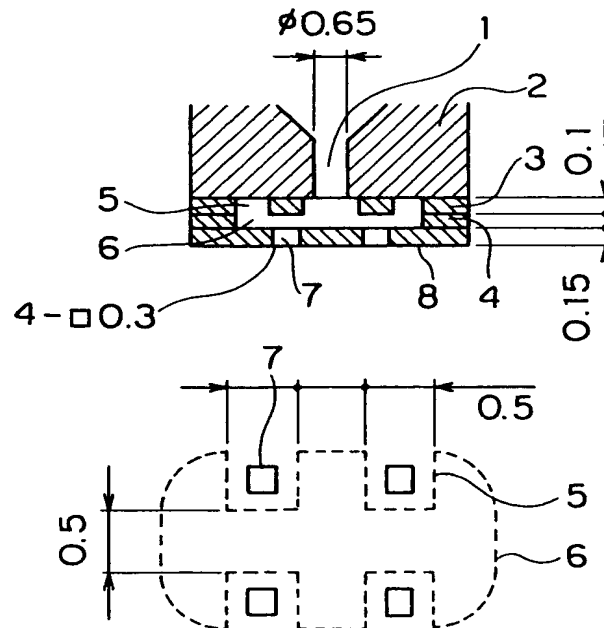


FIG. 21

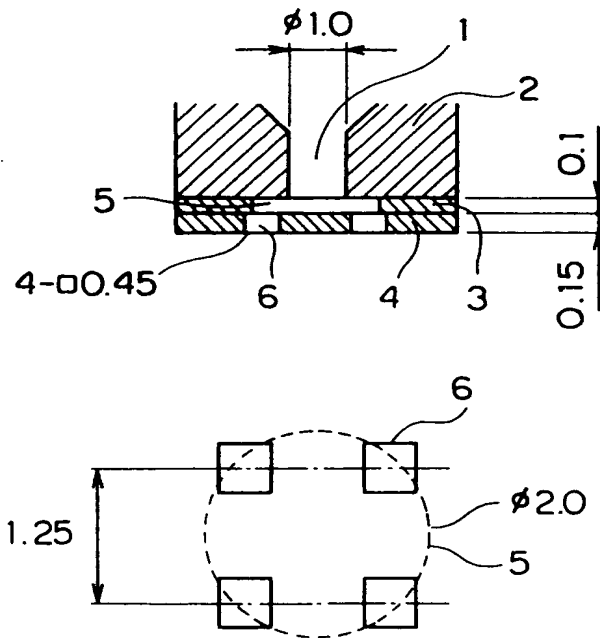


FIG. 22

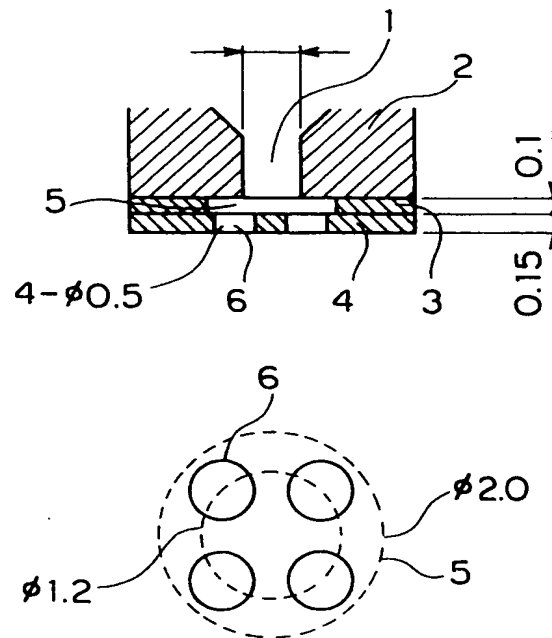


FIG. 23

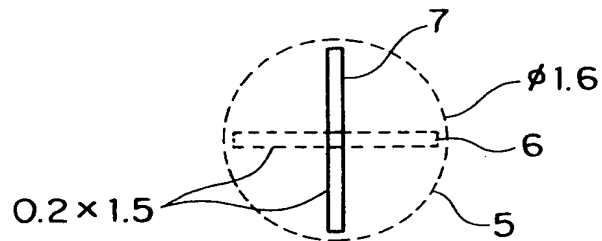
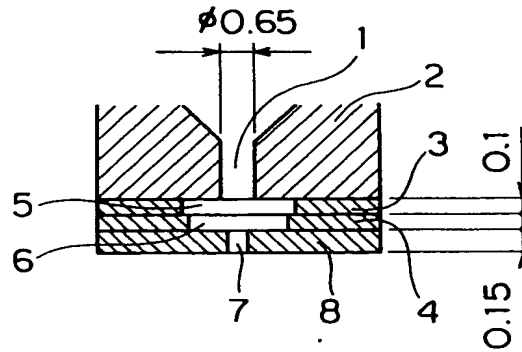
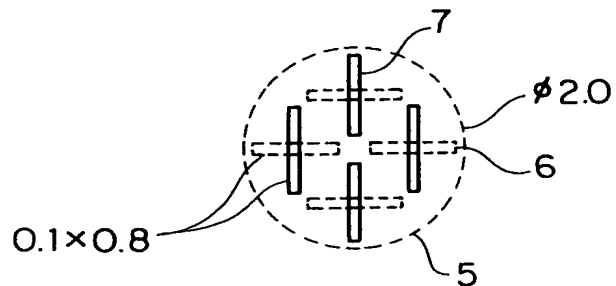
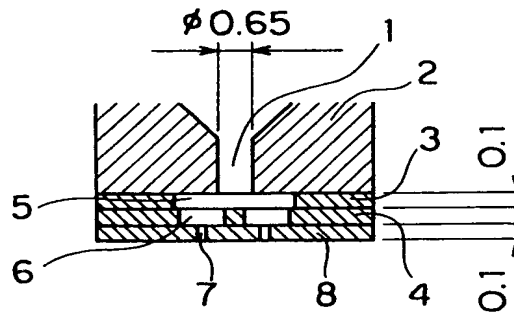


FIG. 24



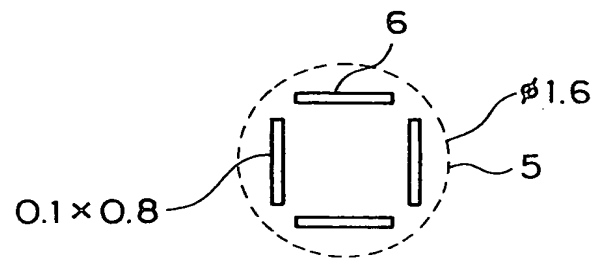
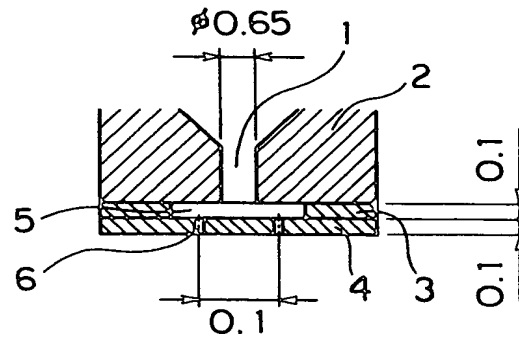


FIG. 26

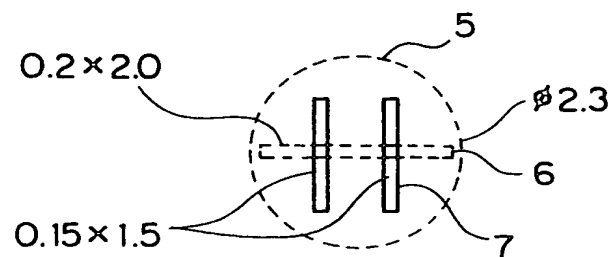
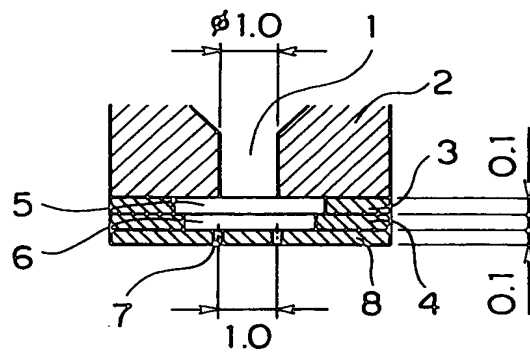


FIG. 27

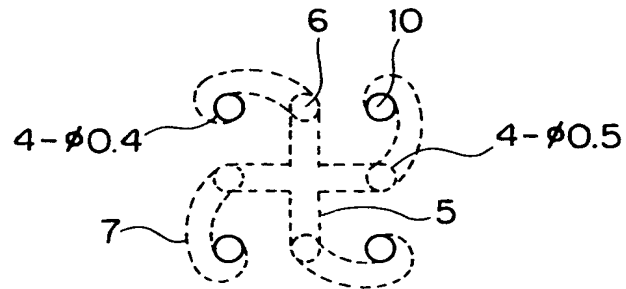
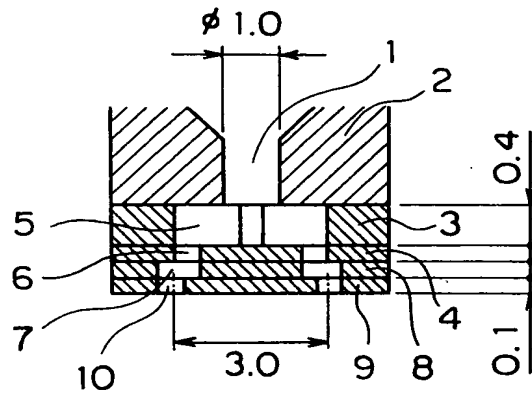


FIG. 28

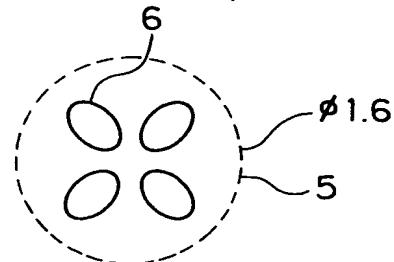
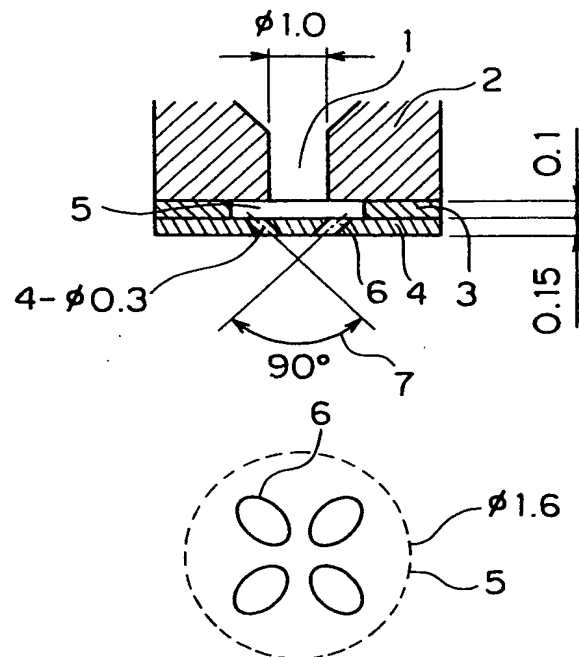


FIG. 29

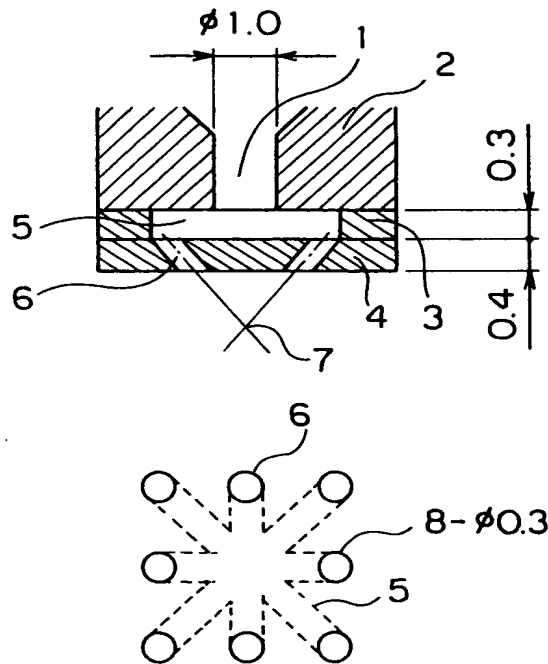


FIG. 30

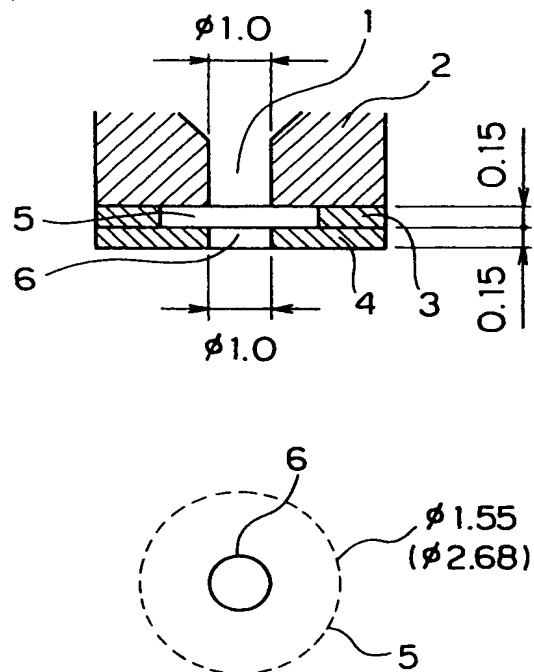


FIG. 31

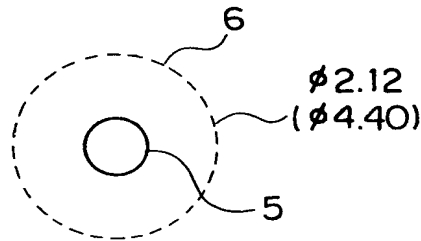
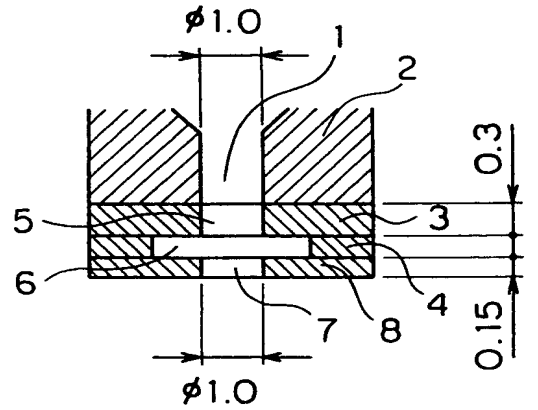


FIG. 32

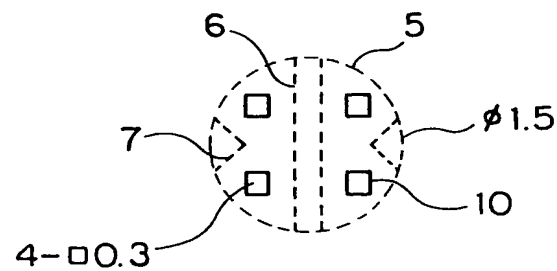
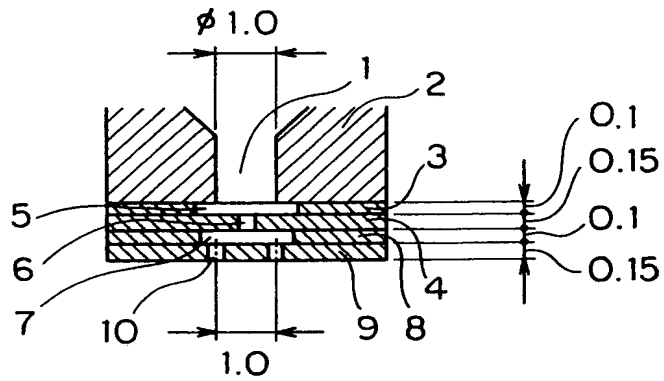


FIG. 33

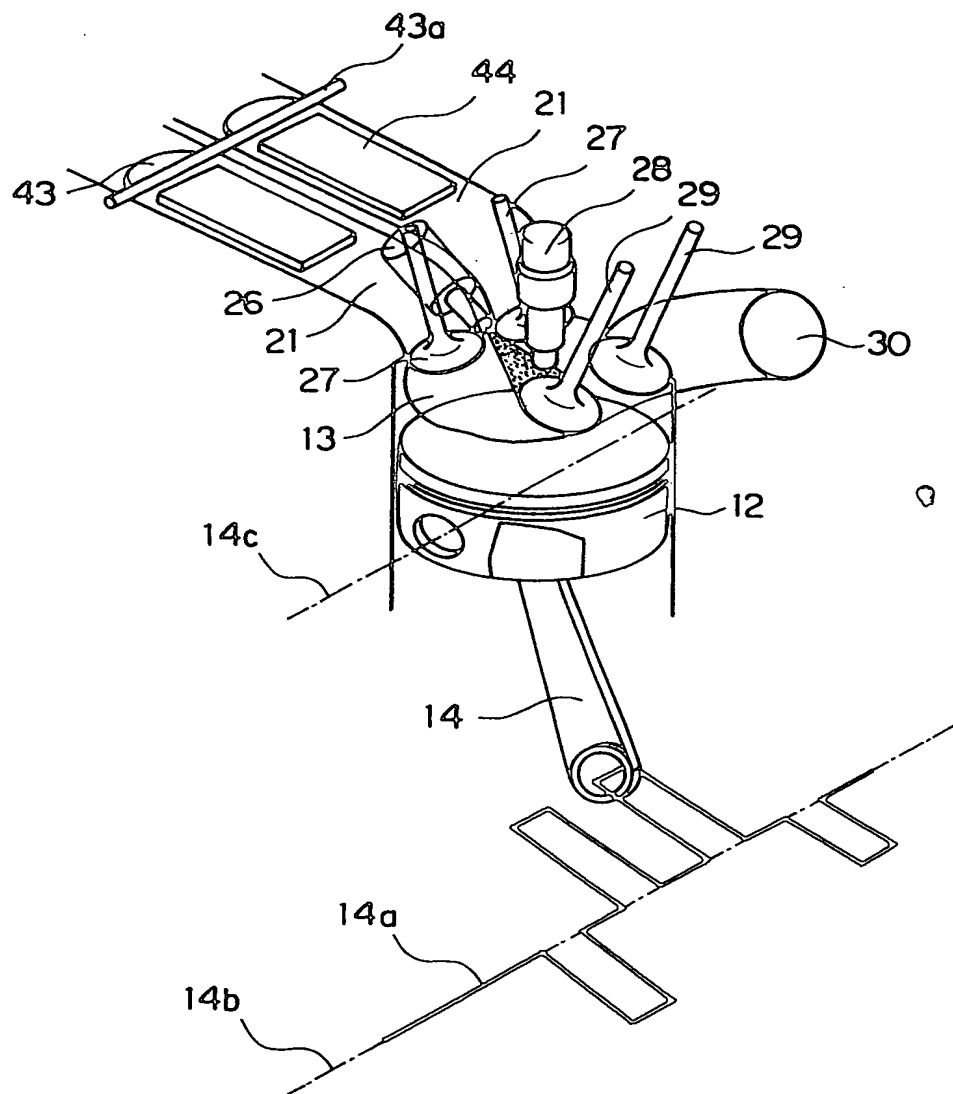


FIG. 34

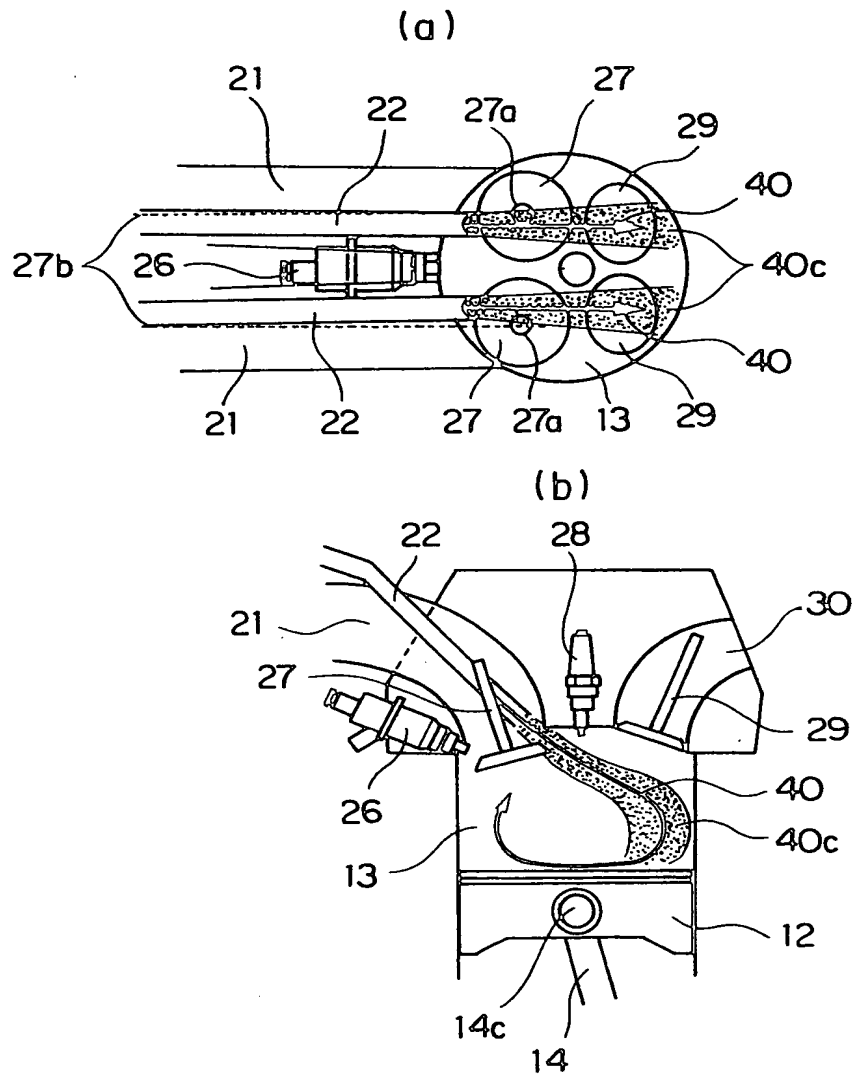
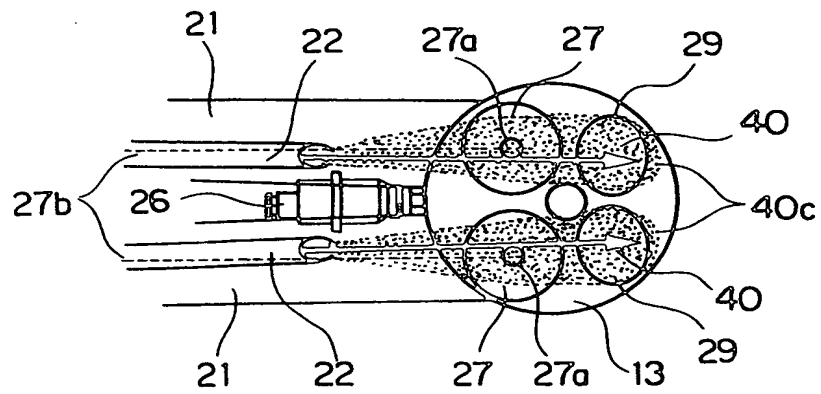


FIG. 35

(a)



(b)

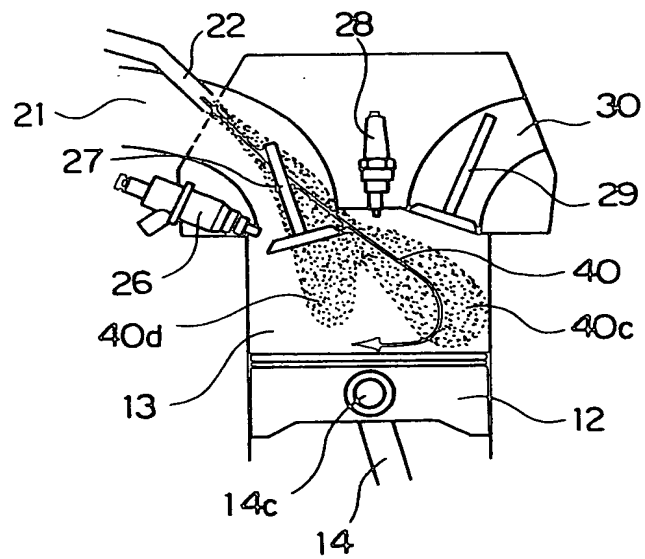
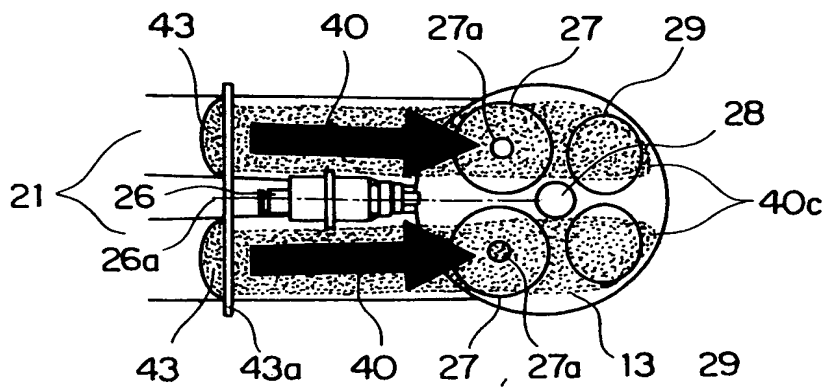
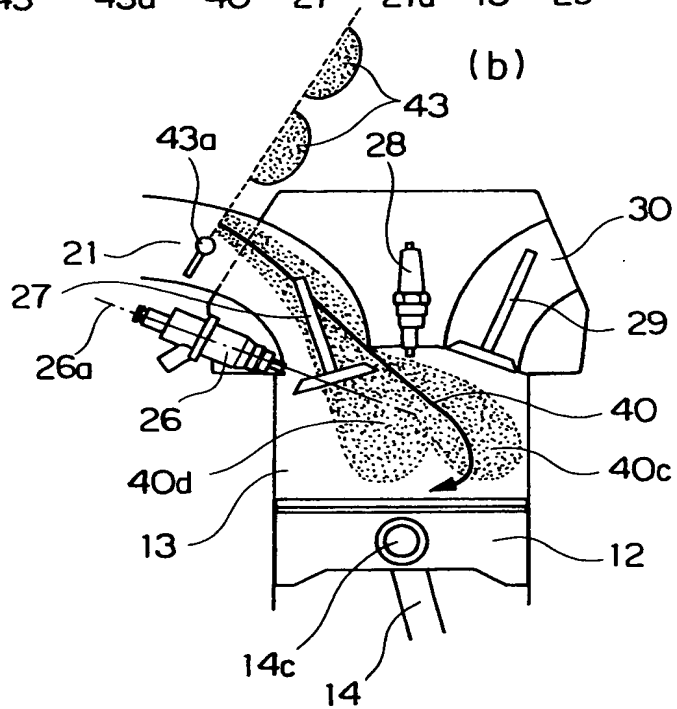


FIG. 36

(a)



(b)



21 <

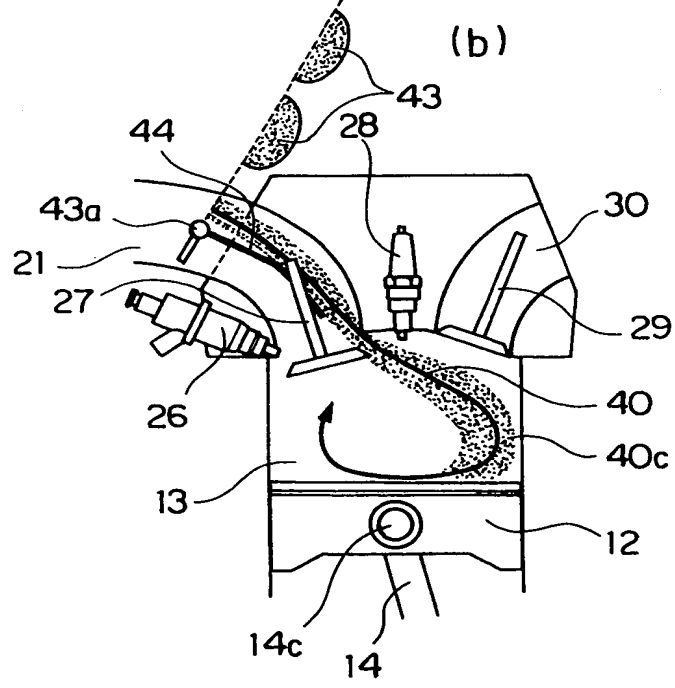


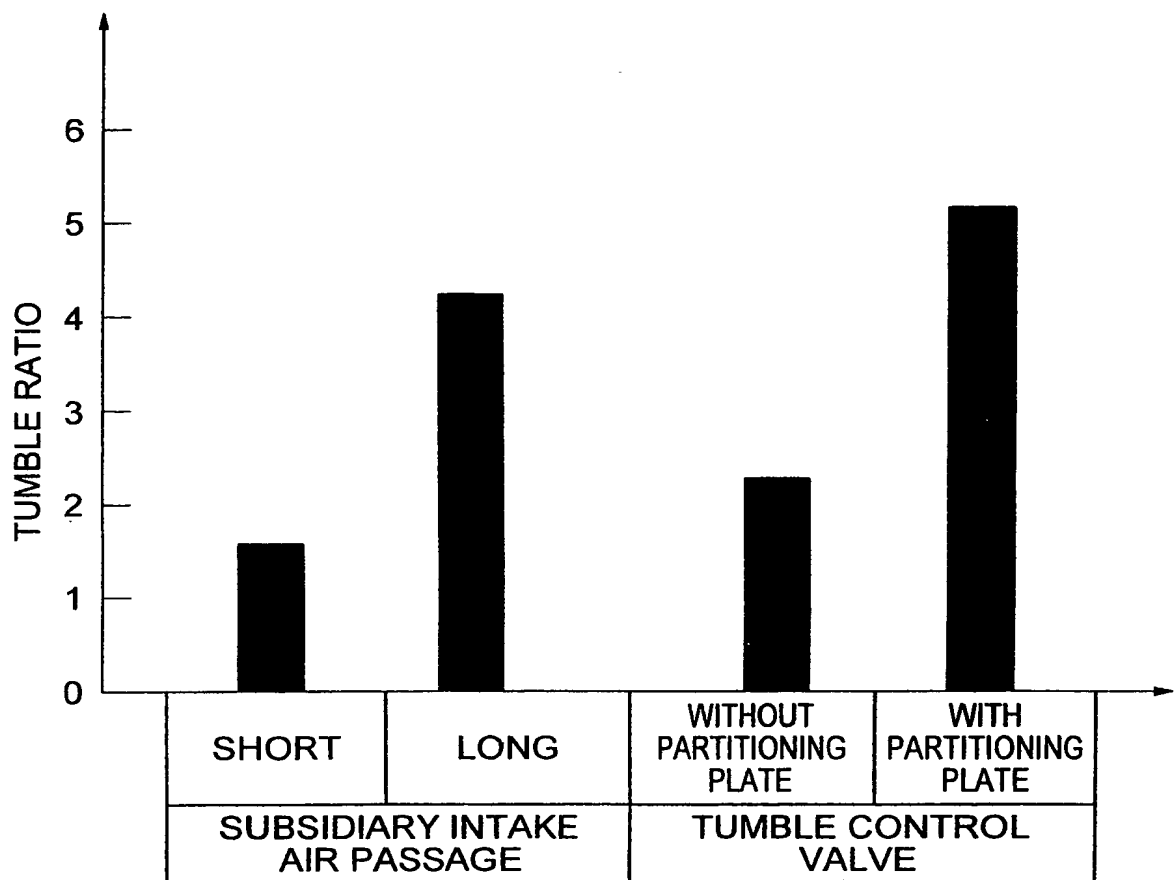
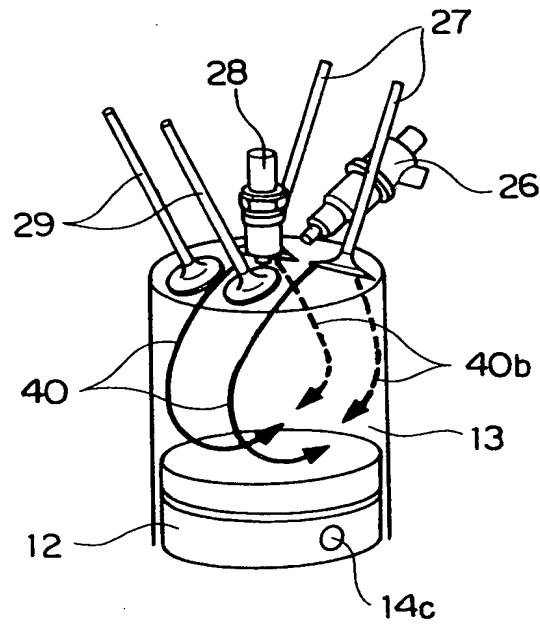
FIG. 38

FIG. 39

(a)
180 (deg BTDC)



(b)
60 (deg BTDC)

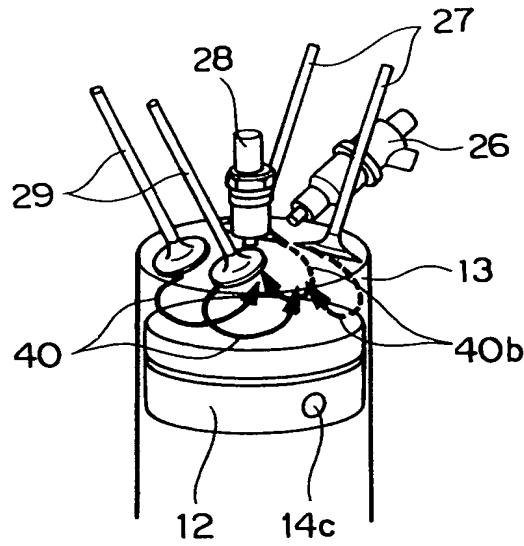


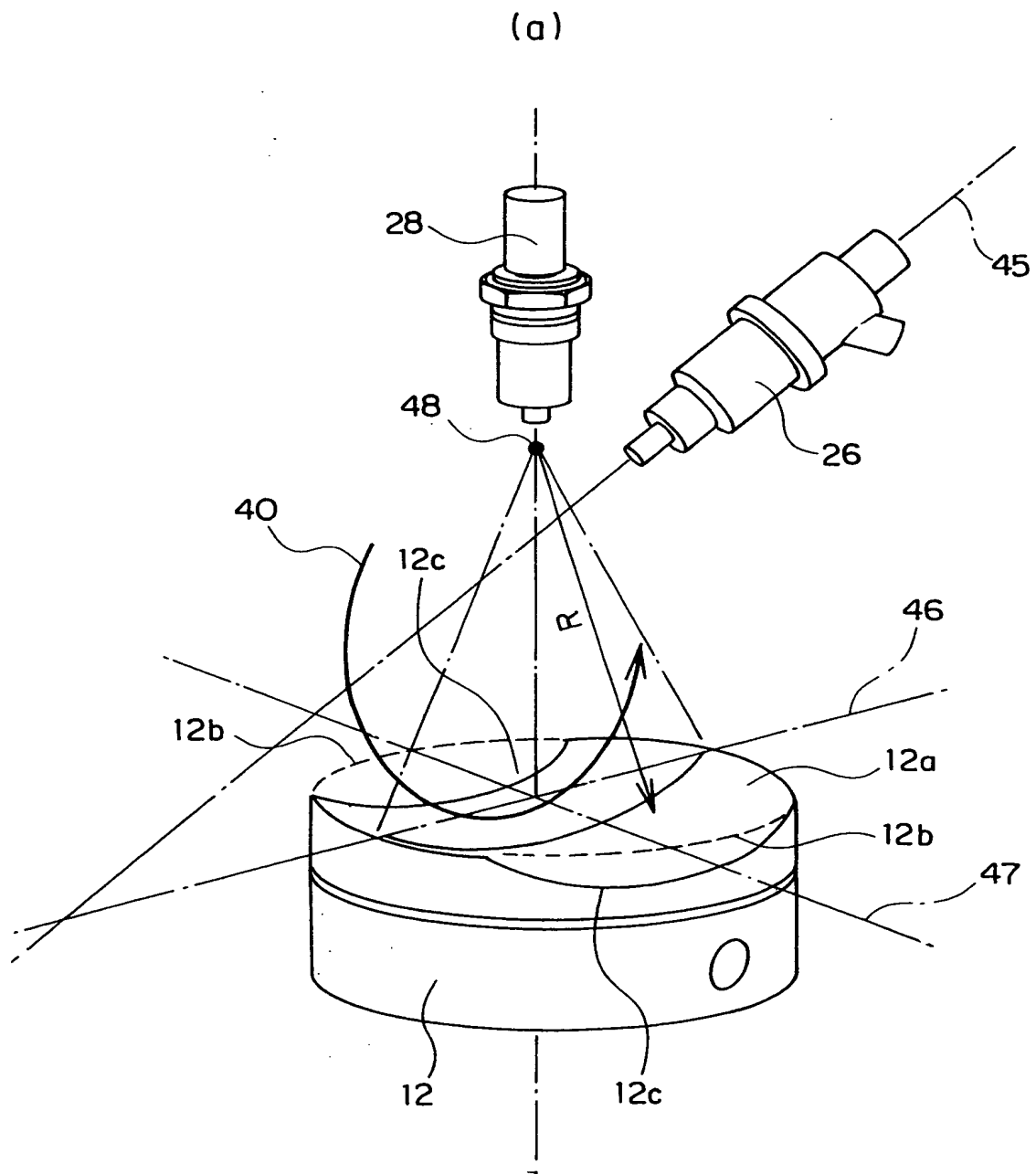
FIG. 40

FIG. 40

(b)

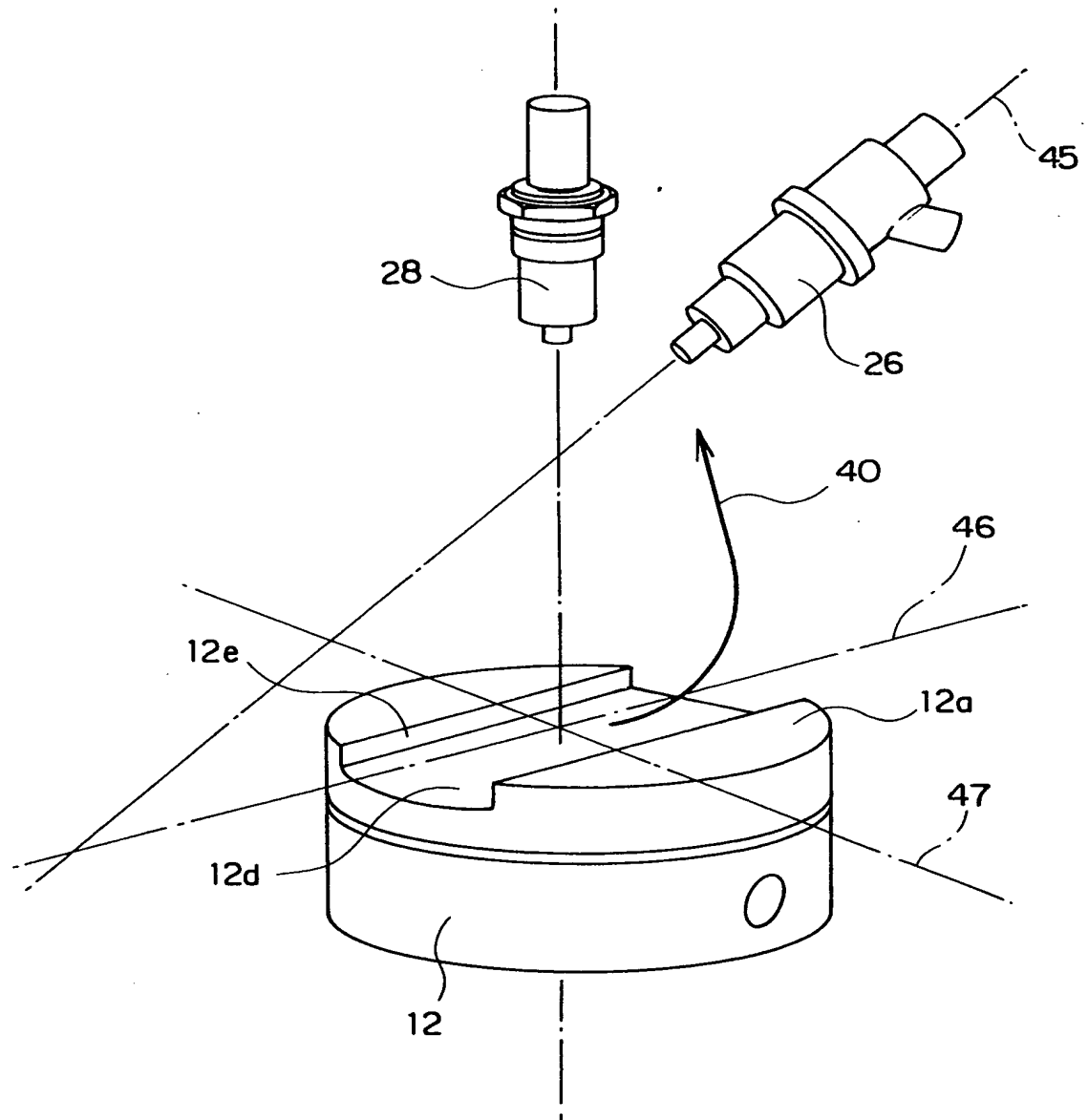
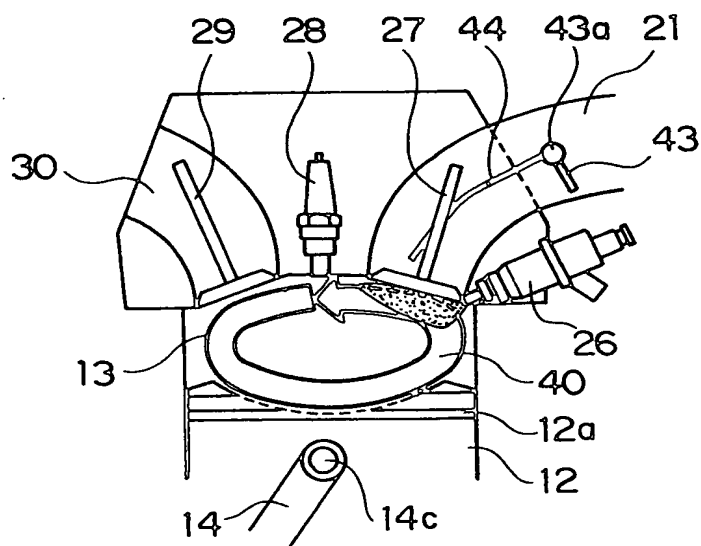


FIG. 41

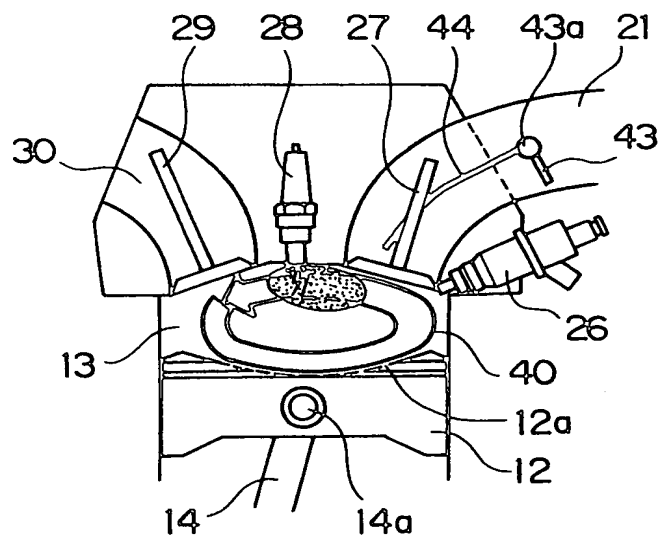
(a)



* BTDC : 70deg (at ; 1400rpm , Pi 320KPa)

** BTDC : 90deg (at ; 3200rpm , Pi 350KPa)

(b)



* BTDC : 35deg (at ; 1400rpm , Pi 320KPa)

** BTDC : 30deg (at ; 3200rpm , Pi 350KPa)

FIG. 42

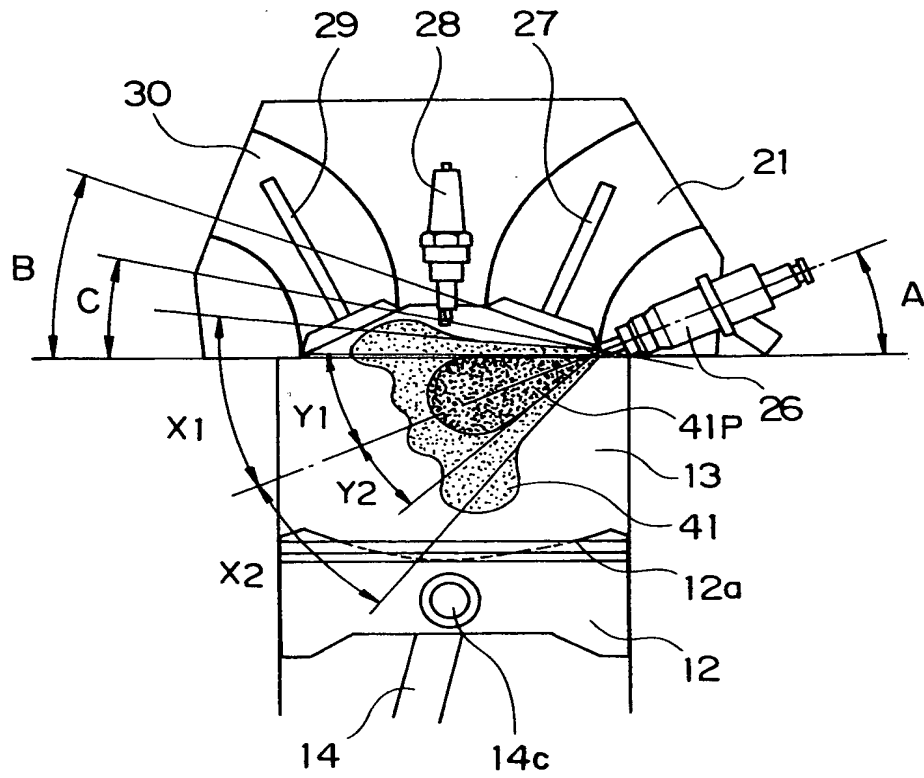


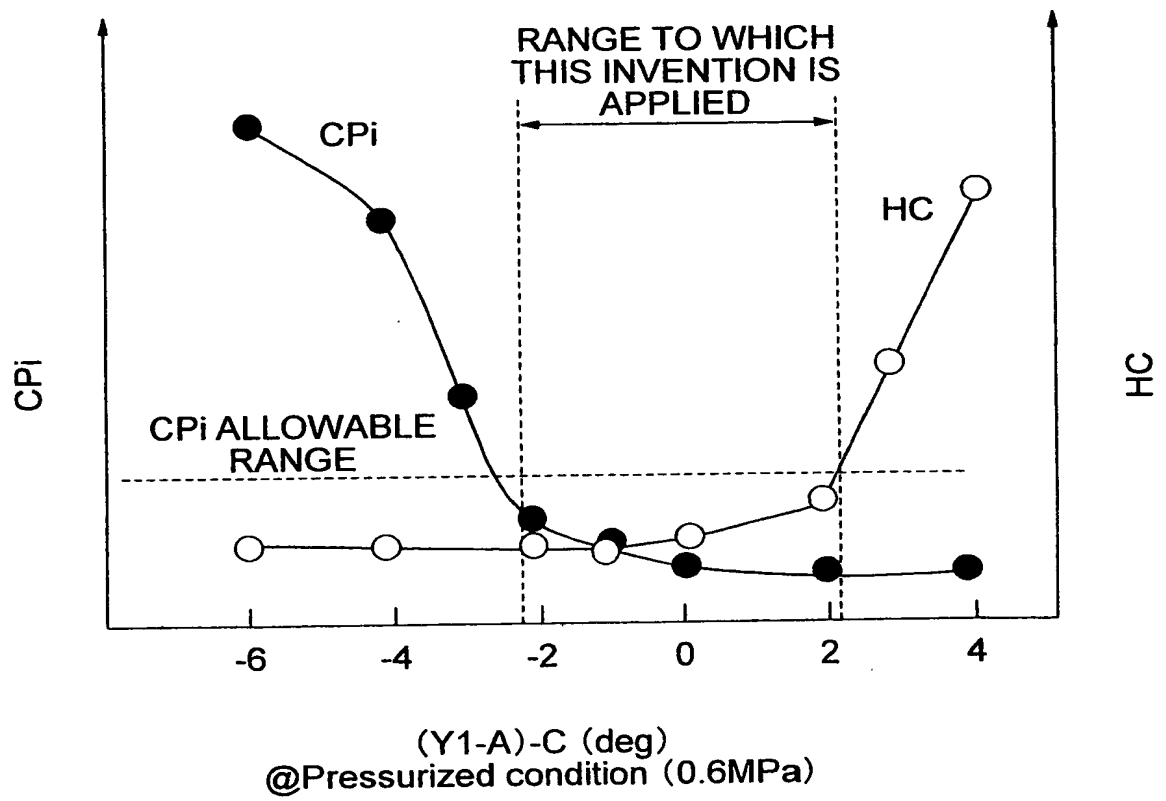
FIG. 43

FIG. 44

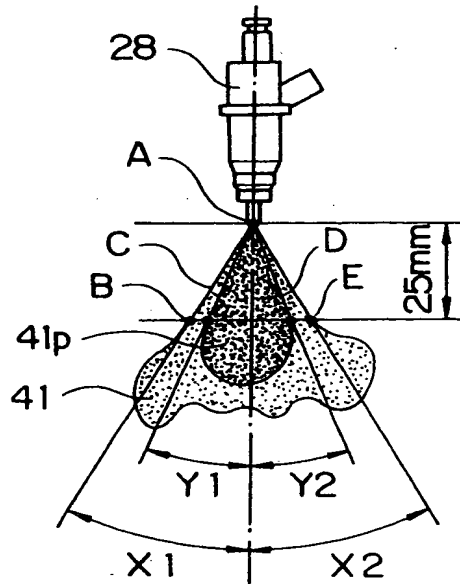
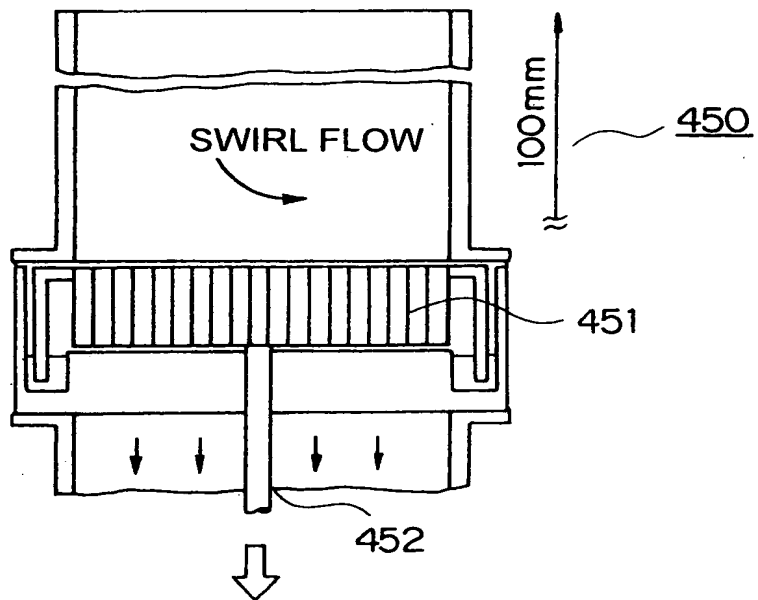


FIG. 45

FROM ENGINE HEAD



TO BLOWER

FIG. 46

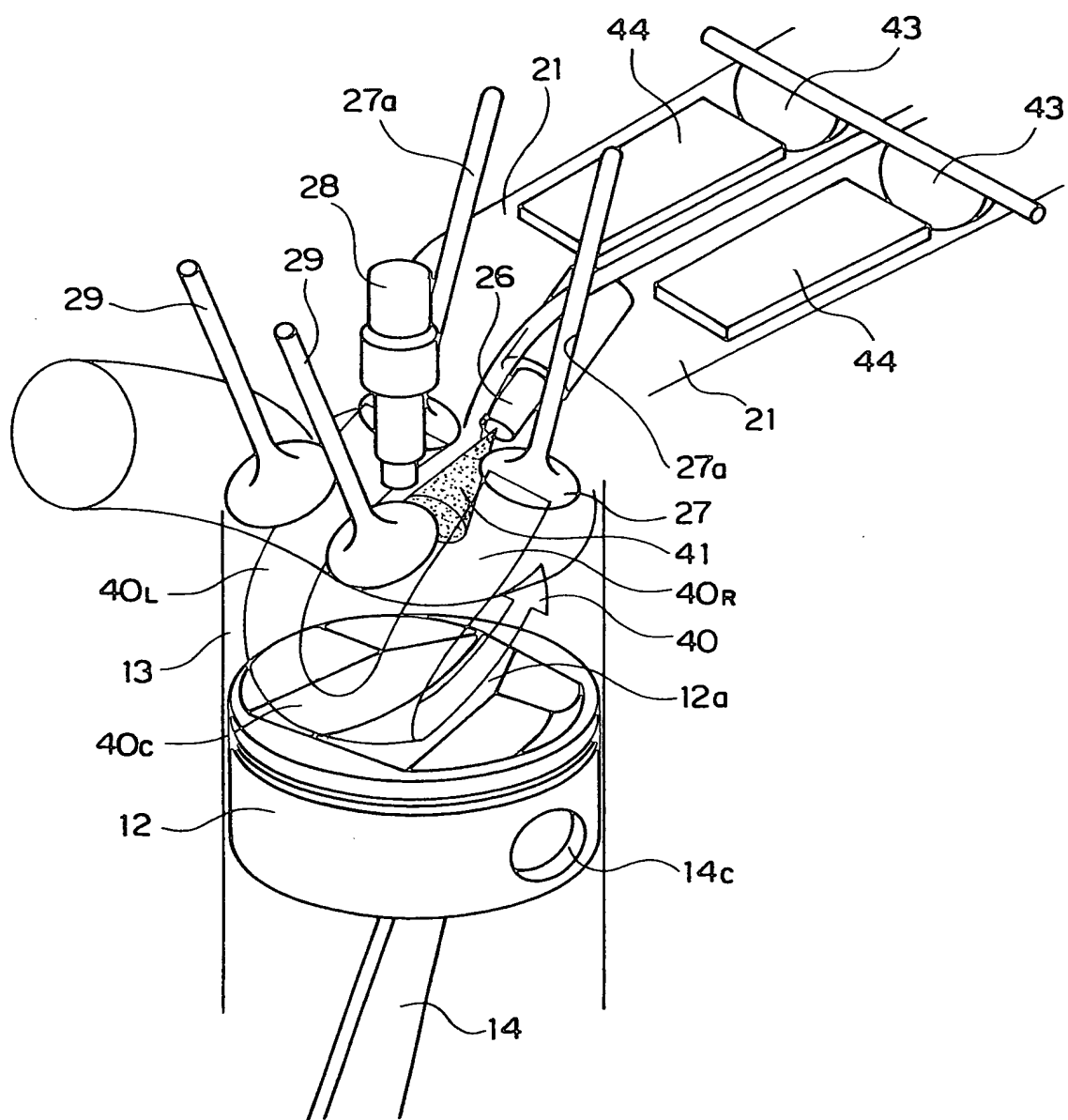


FIG. 47

